

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 23, 2015, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the January 26, 2015, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to post NO PARKING 7:00 PM TO 7:00 AM restrictions on the 800 and 900 blocks of South Payne Street on both sides of the street.
5. **ISSUE:** Consideration of a request to remove some parking spaces to install crosswalks at the following locations:
 - North Armistead Street where one parking space will be removed to allow the installation of ADA compliant curb ramps
 - The intersection of Potomac Greens Drive and Catts Tavern Drive where one parking space will be removed to allow for installation of ADA compliant curb ramps.
6. **ISSUE:** Consideration of a request to replace two-hour parking, 8:00 AM to 5:00 PM, Monday through Friday with 20 minute parking during the same days and hours in front of 804 North Henry Street.
7. **ISSUE:** Consideration of a request to post ALL-WAY STOP controls at the intersection of Cameron Mills Road and Monticello Boulevard
8. **ISSUE:** Consideration of a request to relocate parking from the north side of Monroe Avenue to the south side between Mount Vernon Avenue and Leslie Avenue and to add parking spaces on the south side of Monroe Avenue west of Commonwealth Avenue.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JANUARY 26, 2015, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

M I N U T E S

BOARD MEMBERS PRESENT: Chair, Jay Johnson, Vice Chair, William Schuyler, James Lewis, Elizabeth Jones, Kevin Beekman, Randy Cole and Melissa McMahon

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief, Traffic, Daphne Kott, Civil Engineer IV and Cuong Nguyen, Intern II.

9. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
10. Approval of the November 17, 2014, Traffic and Parking Board meeting minutes: Mr. Lewis made a motion seconded by Mr. Cole to approve the minutes from the November 17, 2014 meeting. The motion carried unanimously.
11. **STAFF REPORTS AND UPDATES:** Mr. Garbacz updated the Board on the criteria used by staff to evaluate requests for additional taxicab authorizations.

PUBLIC HEARING:

12. **ISSUE:** Consideration of a request to appeal a curb cut at 28 East Masonic View Avenue

PUBLIC TESTIMONY: Craig and Julie Arrighetti, the applicants, spoke in favor of the proposed curb cuts.

DISCUSSION: Mr. Garbacz and Ms. Kott presented this item to the Board and indicated that the reason for denial was that multiple curb cuts would eliminate too much public parking. The applicant indicated that much of the parking problems are being created by a local business in the neighborhood. The Board requested staff to investigate the issue with the business to see what could be done and to notify Parking Enforcement to increase enforcement efforts on the street.

BOARD ACTION: Ms. Jones made a motion, seconded by Mr. Cole to approve one curb cut and to have staff work with the applicant to determine the proper location of the curb cut. The motion carried unanimously.

- 13. ISSUE:** Consideration of a request to post two-hour parking restrictions on the 2700 block of Dove Street

PUBLIC TESTIMONY: Sara Lavan, the applicant, spoke in favor

DISCUSSION: Mr. Garbacz presented this item to the Board and indicated that commuters were monopolizing the parking along Dove Street leaving no overflow parking for patrons of the local businesses. Mr. Garbacz indicated that the reason for recommending two-hour restriction's was that this shorter restriction would be easier to enforce than three-hours and that two hours would be long enough for patrons of the local businesses.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Beekman to approve staff's recommendation to post two-hour parking restrictions on the 2700 block of Dove Street. The motion carried unanimously.

- 14. ISSUE:** Consideration of a request to remove parking on the 2000 block of Kenwood Avenue.

PUBLIC TESTIMONY: Gary Warner, the applicant spoke in favor of the request.

DISCUSSION: Mr. Garbacz presented this item to the Board. The applicant, Mr. Warner provided a presentation on the request.

BOARD ACTION: Mr. Beekman made a motion, seconded by Ms. Jones to approve staff's recommendation. The motion carried unanimously.

- 15. ISSUE:** Consideration of a request to install "SCHOOL: SPEED LIMIT 15 WHEN FLASHING" signs in the 1100 block of North Pegram Street and the 5100 block of Polk Avenue in front of Polk Elementary School.

PUBLIC TESTIMONY: No one from the public spoke on this item.

DISCUSSION: Mr. Garbacz presented this item to the Board.

BOARD ACTION: Mr. Beekman made a motion, seconded by Ms. McMahon to approve staff's recommendation. The motion carried unanimously.

- 16. ISSUE:** Consideration of a request to convert a grandfatherd certificate of public convenience and necessity, Yellow Cab 157, into a permanent certificate.

PUBLIC TESTIMONY: No one from the public spoke on this item.

DISCUSSION: Mr. Garbacz presented this item to the Board. There was considerable discussion by the Board concerning the size of the Alexandria fleet and the appropriateness of allowing grandfathered certificates to become permanent. The Board was concerned that the disabled community was having difficulty obtaining ADA cabs in the City.

BOARD ACTION: Ms. Jones made a motion, seconded by Mr. Beekman to convert Yellow cab 157 into a permanent ADA cab. The motion carried unanimously.

- 17. ISSUE:** Consideration of a request to convert a grandfatherd certificate of public convenience and necessity, VIP Cab 1686, into a permanent certificate.

PUBLIC TESTIMONY: No one from the public spoke on this item.

DISCUSSION: Mr. Garbacz presented this item to the Board.

BOARD ACTION: Ms. Jones made a motion, seconded by Mr. Beekman to convert VIP cab 1686 into a permanent ADA cab . The motion carried unanimously.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 23, 2015**

DOCKET ITEM: 4

ISSUE: Consideration of a request to post NO PARKING 7:00 PM TO 7:00 AM restrictions on the 800 and 900 blocks of South Payne Street on both sides of the street.

APPLICANT: Johnnie Wallace

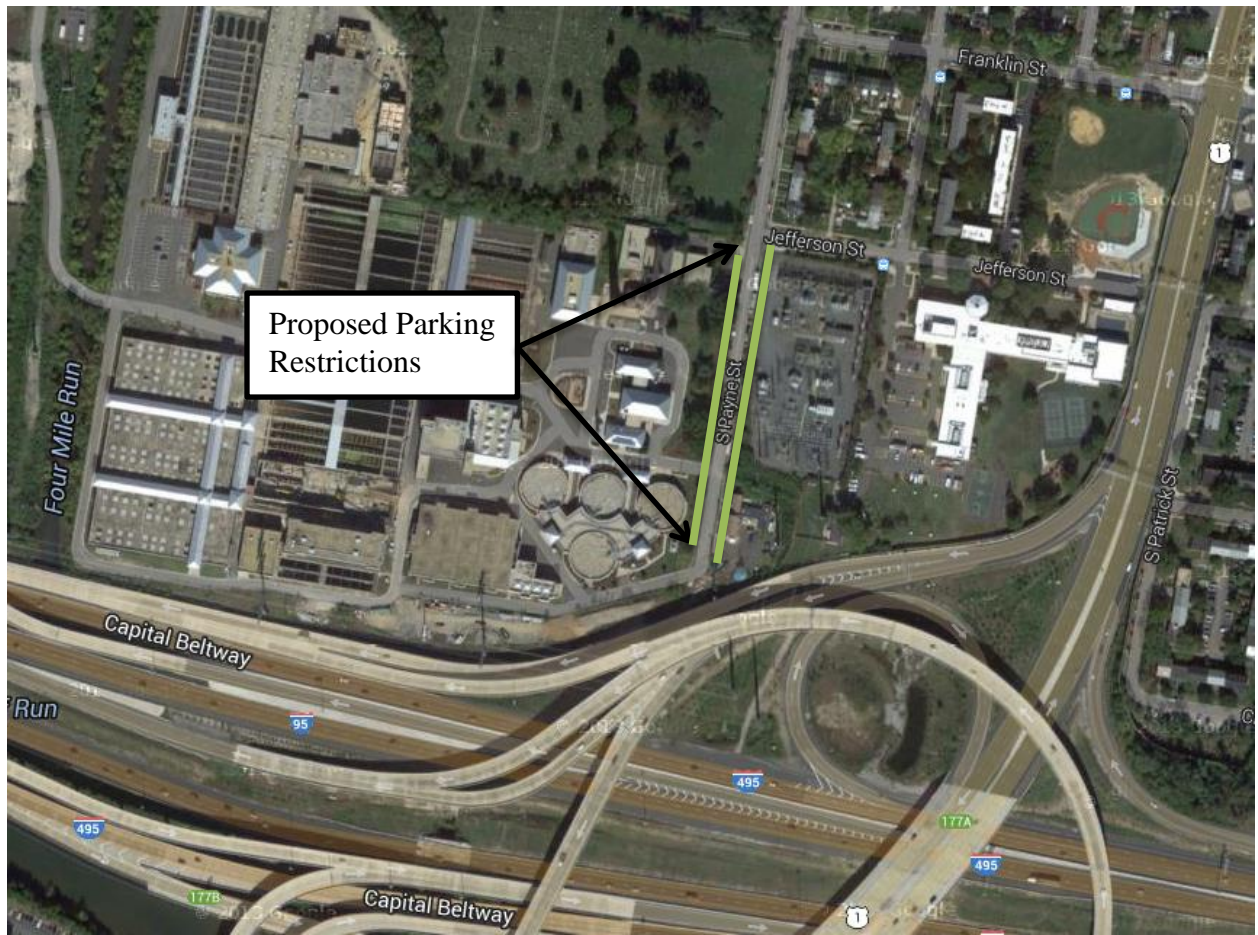
LOCATION: 800 and 900 blocks of South Payne Street.

STAFF RECOMMENDATION:

That the Traffic and Parking Board recommend to the Director of T&ES to post NO PARKING 7:00 PM TO 7:00 AM restrictions on the 800 and 900 blocks of South Payne Street on both sides of the street.

DISCUSSION:

Mr. Wallace requested a restricted parking area in front of the Alexandria Sanitation Authority facility (see Attachment). The facility is located at the end of the south of Payne St. The parking on this section of South Payne Street is primarily used to store vehicles and equipment, such as, boats, trucks and recreational vehicles. These parked vehicles and equipment appear to be from outside the neighborhood. In the past, contractors from outside the area have lived out of parked recreational vehicles at this location. Mr. Wallace is concerned about safety and environmental issues. Staff checked the site and saw this can be an issue for trash trucks coming in and out of the facility, as well as littering in this section of the street due to the personal usage of mobile homes and parked vehicle owners.





Attachment: The request email from Mr. Wallace:

From: Johnnie Wallace [<mailto:Johnnie.Wallace@alexrenew.com>]
Sent: Tuesday, December 02, 2014 7:32 AM
To: Bob Garbacz
Cc: Cortlin Davidson
Subject: Payne Street Parking

Bob,

I hope your week is off to a good start. I am writing because we are Alexandria Renew Enterprises aka Alexandria Sanitation Authority (Wastewater Treatment Facility) and we have some concerns about the parking just outside the gates to our facility. The street has become an area for people who live outside of Alexandria to park commercial vehicles and mobile homes. This has created some safety (commercial drivers exiting the vehicles into oncoming traffic, vehicle owners consistently stand in the street, blocking the street with large vehicles, sleeping in vehicles) environmental (littering, potential storm water dumping, vehicle and maintenance repairs onsite) concerns for us and I would like to know what is the process to have restricted parking in this area. Thanks in advance and please feel free to reach out to me if you have questions.

Johnnie Wallace
Environmental Health & Safety Manager
Alexandria Renew Enterprises
1500 Eisenhower Ave
Alexandria, VA 22314
Office : 703-549-3381 ext 2231
Mobile: 703-232-0101
Fax: 703-549-0763
johnnie.wallace@alexrenew.com

Environment and People - the best of both!



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**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 23, 2015**

DOCKET ITEM: **5**

ISSUE: Consideration of a request to remove some parking spaces to install crosswalks at the following locations:

- North Armistead Street where one parking space will be removed to allow the installation of ADA compliant curb ramps
- The intersection of Potomac Greens Drive and Catts Tavern Drive where one parking space will be removed to allow for the installation of ADA compliant curb ramps

APPLICANT: Director of the Department of Transportation and Environmental Services

LOCATIONS:

1. 441 North Armistead Drive
2. The intersection of Potomac Greens Drive and Catts Tavern Drive

STAFF RECOMMENDATION:

That the Traffic and Parking Board recommend approval of the following changes to the Director of T&ES:

1. The removal of one parking space on the north curb of North Armistead Street to install a crosswalk.
2. The removal of one parking space on the west curb of the intersection of Potomac Greens Drive and Catts Tavern Drive to install a crosswalk.

DISCUSSION:

1. There are currently no crosswalks in the vicinity of 441 N Armistead Drive for residents to cross North Armistead Street which creates a potentially dangerous situation for pedestrians.
2. The Potomac Greens Home Owners Association requested that a crosswalk be placed on Potomac Greens Drive to allow safe crossing from the east and west side of the street where there is a park and tennis courts.

In order to meet current ADA compliant regulations, a curb ramp unobstructed by parking is required. One parking space would need to be removed for both crosswalks in order to accommodate the new crosswalk on the opposite side of the street.

The crosswalk on North Armistead Street was requested by a resident since DASH and ACPS school buses pick up/drop off at this location and children have to cross the street. The intention is to upgrade the bus stop to ADA compliance at the same time the crosswalk is installed. There are currently no crosswalks at any of the bus stops along North Armistead Street.

Attachment 1: Citizen Request for proposed crosswalk at North Armistead Street

On Potomac Greens Drive, the residents have requested a crosswalk to access the park across from Fitzhugh Way. Staff met with residents at a joint Potomac Greens and Old Town Greens Town Homes/Condo Owners Association meeting in September of 2014. The crosswalk was requested and supported by the associations. The Associations also offered to pay for a Rapid Flashing Beacon to make this crossing even safer. This will be installed in conjunction with the crosswalk.

Figure 1: Location of proposed crosswalk at North Armistead Street

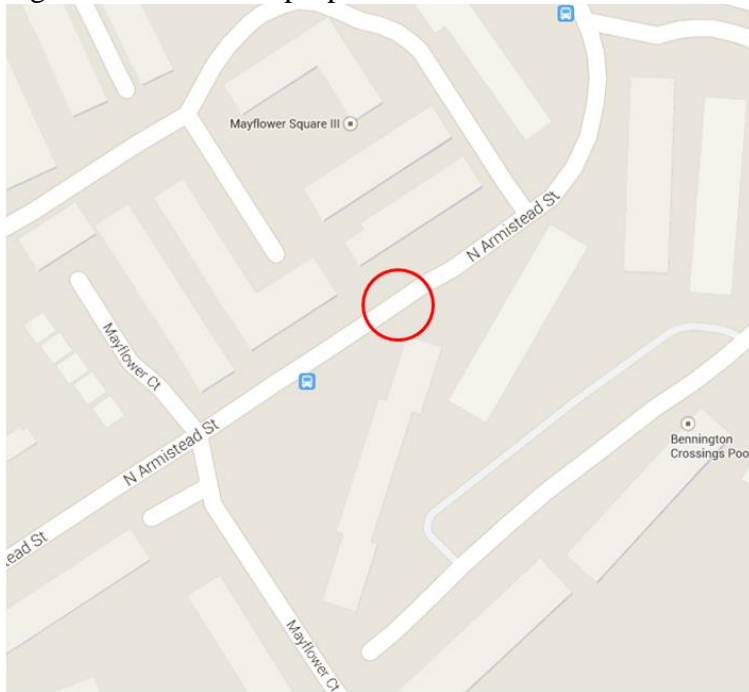
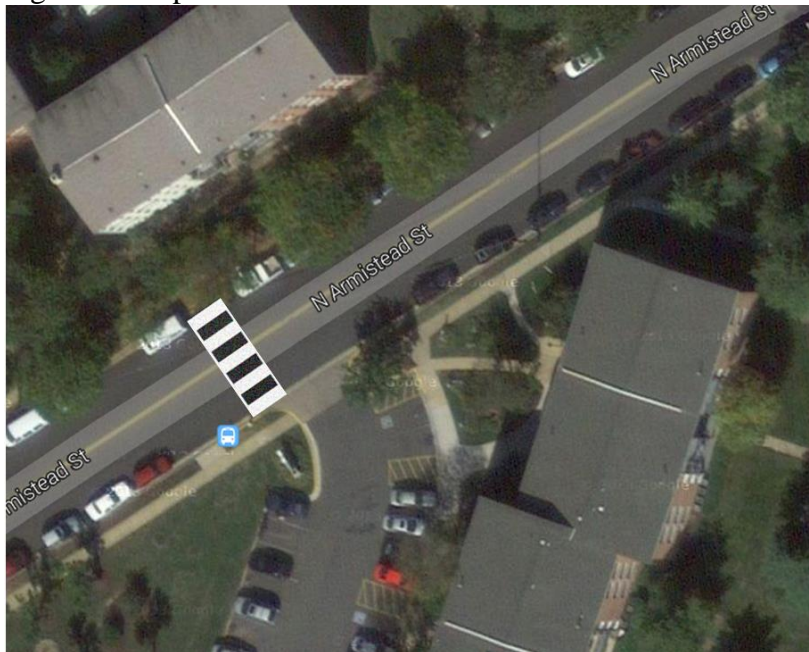


Figure 2: Proposed crosswalk at N Armistead Street



Hillary Poole

From: Jennifer <grasegirl1@yahoo.com>
Sent: Monday, February 02, 2015 1:16 AM
To: Hillary Poole
Subject: Crosswalk for Pedestrians at 441 N. Armistead St.
Attachments: 441 N Armistead St..PNG

Hi Jennifer,

I live in Bennington Crossings apartments, located at 441 N. Armistead Street. DASH buses and ACPS school buses pick up/drop off at this location. My concern is that there is no crosswalk here, and with no restricted parking on N. Armistead Street (which is great!), there is hardly any room to stand, between the bus and parked cars on the right side of the street, then wait until there is no traffic, and run across the street to the sidewalk.

Every morning, small children gather and sometimes wait IN the driveway of Bennington Crossings for the school bus, and it is only a matter of time before someone gets hit by a driver not anticipating them. If we are able to get a crosswalk put in place here, it would be a huge safety benefit to both adults and children.

I've attached a photo from google to give you a better idea. If you need any clarification from me, please don't hesitate to ask.

Thanks so much,

Jennifer Moore

Figure 3: Location of proposed crosswalk at the intersection of Potomac Greens Drive and Catts Tavern Drive

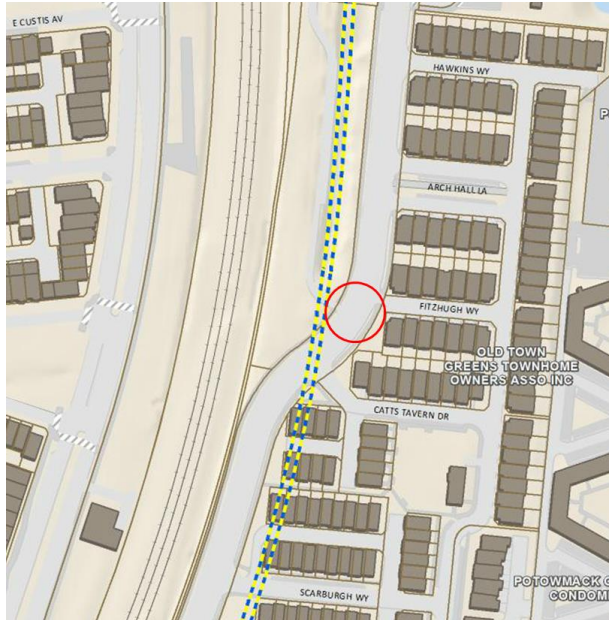
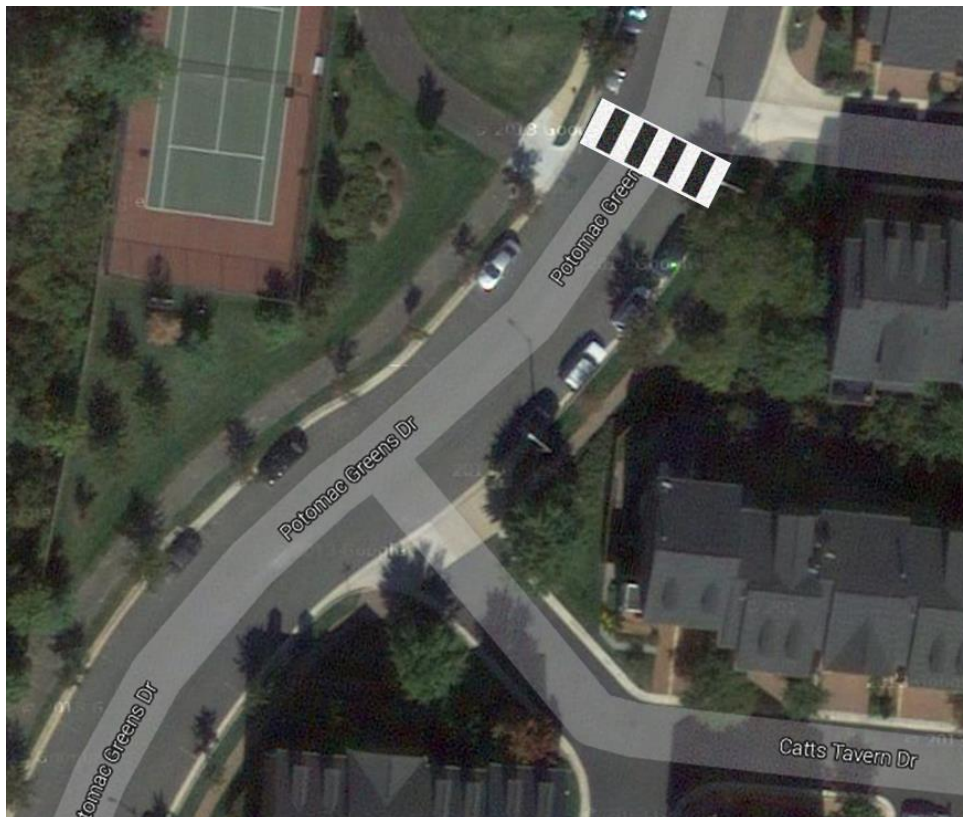


Figure 4: Proposed crosswalk at the intersection of Potomac Greens Drive and Catts Tavern Drive



**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 23, 2015**

DOCKET ITEM: 6

ISSUE: Consideration of a request to replace two-hour parking, 8:00 AM to 5:00 PM, Monday through Friday with 20 minute parking during the same days and hours in front of 804 North Henry Street.

APPLICANT: Sugar Shack

LOCATION: 804 North Henry Street

STAFF RECOMMENDATION:

That the Traffic and Parking Board recommend that the Director of T&ES replace the two-hour parking restrictions with 20 minute parking restrictions for the first three parking spaces on the west curb face of the 800 block of North Henry Street.

DISCUSSION:

Two- hour parking restrictions are currently posted on the 800 block of North Henry Street. The Sugar Shack, a new donut shop, requested that the existing two hour parking be replaced with 20 minute to facilitate parking turn-over (see Attachment). The adjacent businesses were contacted by the applicant and all agree that the proposed 20 minute parking would be more appropriate for the parking in question.





Attachment: The request email from Mr. Krupicka:

From: Sugar NOVA <sugarshack@novadonuts.net>
Date: Wednesday, December 31, 2014 at 1:39 PM
To: Yon Lambert <yon.lambert@alexandriava.gov>
Cc: John Blackwell <jblackwell@eqr.com>, Linda Custer <lcuster@eqr.com>, Matthew Sisk <wahoodogllc@gmail.com>, Anne Mahlum <anne@backonmyfeet.org>
Subject: 20 Minute Parking on 800 Block of Henry Street

Mr. Lambert,

Copied on this note are the future occupants as well as the landlord for the Belle Pre Building on the 800 Block of North Henry Street. Mrs. Mahlum will be operating an exercise center called Solidcore at 800 North Henry. Sugar Shack Donuts will be located at 804 North Henry and Lost Dog will be located at 808 North Henry.

We have all discussed it and we agree that three 20 minute parking spaces on the western side of the 800 block of North Henry would be beneficial to support traffic and customer flow on our block. Both Lost Dog and Sugar Shack include quick-service, pick-up style food services that are likely to generate quick in and out traffic. In order to reduce the traffic caused by customers to drive around the area to find short term parking, we believe it would be beneficial to provide a few parking spaces on North Henry to help support the need for short term parking.

Could you please let us know what process we would need to follow for the City of Alexandria to consider this request?

Thank you and Happy New Year.

Rob Krupicka Owner, Sugar Shack Donuts Alexandria aka Orange Dough LLC
804 North Henry Street Alexandria, VA 22314
703-585-9428 (cell)

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 23, 2015**

DOCKET ITEM: 7

ISSUE: Consideration of a request to post ALL-WAY STOP controls at the intersection of Cameron Mills Road and Monticello Boulevard

APPLICANT: Director of the Department of Transportation and Environmental Services

LOCATION: The intersection of Cameron Mills Road and Monticello Boulevard

STAFF RECOMMENDATION:

That the Traffic and Parking Board recommend to the Director of T&ES the posting of ALL-WAY STOP controls at the intersection of Cameron Mills Road and Monticello Boulevard.

DISCUSSION:

The intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue recently underwent construction to improve the alignment as part of a Complete Streets project. Before construction, Monticello Boulevard and Summit Avenue were off-set creating a number of operational issues. This intersection is located near George Mason Elementary School and much of the student body must walk through this intersection on their way to and from school. There is also a fire station on the north east corner of the intersection. Staff performed a warrant analysis and found that this intersection does not meet the warrants contained in the Manual of Uniform Traffic Control Devices (MUTCD) for all way stop control. Over the past five years there have only been two crashes that might have been preventable by the installation of all-way stop controls. The MUTCD requires five crashes per year to warrant all-way stop control. The traffic and pedestrian volumes are only 63 percent of the volume required in the MUTCD for all-way stop control.

Although this intersection does not meet the MUTCD warrants for all-way stop control, staff is recommending approval because of the elementary school. The MUTCD warrants, in part, assume mostly adult pedestrians, however, at this location most of the pedestrians are young school children. The pedestrian volumes in the table below significantly increase at the start and end of the school day, suggesting that most of the pedestrians crossing the intersection are young children. It's also safe to assume that, during the same "peak" hours, there would be an increase in traffic volume while parents and school buses transport children to and from school, thus creating even more hazardous conditions for children crossing at that location. Adding the All-way stop controls would increase safety at the intersection.

Pedestrian Volumes

	Cameron Mills Rd(S)	Monticello Blvd(W)	Cameron Mills Rd(N)	Summit Ave(E)
7:00	2	0	2	2
7:15	0	0	0	0
7:30	6	24	29	2
7:45	1	64	62	0
8:00	3	5	3	2
8:15	0	2	0	0
8:30	2	1	0	0
8:45	1	2	6	1
2:00	0	7	0	0
2:15	1	12	17	4
2:30	0	25	26	2
2:45	0	0	0	0
3:00	0	1	1	0
3:15	3	9	14	0
3:30	2	8	4	0
3:45	0	8	4	4
AM Peak Hour	10	95	94	4
PM Peak Hour	1	44	43	6



**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 23, 2015**

DOCKET ITEM: 8

ISSUE: Consideration of a request to modify parking along Monroe Avenue

APPLICANT: Director of the Department of Transportation and Environmental Services

LOCATION: Monroe Avenue between Leslie Avenue and Russell Road

STAFF RECOMMENDATION:

That the Traffic and Parking Board recommend to the Director of T&ES, approval of the parking modifications to Monroe Avenue listed below.

DISCUSSION:

In 2013, residents requested bicycle and pedestrian improvements along Monroe Avenue in Del Ray to improve safety and connectivity. As a result, staff began to look at Monroe Avenue through the Complete Streets Program to identify possible improvements to the corridor. In September of that year, staff presented concept plans to the community. In the winter of 2014, staff learned that Monroe Avenue was going to be resurfaced and expanded the scope of the project to include the entire corridor (Figure 1), as requested by the community, and include further bicycle and pedestrian enhancements. Staff kicked off the “new” Monroe project with a public meeting in May, 2014 where they gathered input from the community regarding issues and concerns with this corridor. In September, 2014 staff presented new concept plans at a second public meeting. The community largely agreed on the plans with the exception of one block of Monroe Avenue between Leslie and Leslie. Staff presented the entire plan, as well as Options 1 and 2 for the disputed block to the Del Ray Citizens’ Association in November 2015. The Association voted in favor of Option 2 (Attachment 2), which is outlined in this docket and shown in Figure 2.

The public outreach process for this project is listed below:

- Alexandria Bicycle and Pedestrian Advisory Committee 8.19.13
- [Del Ray Citizen's Association Transportation and Pedestrian Safety Committee 9.16.13](#)
- [Monroe Avenue Public Meeting 5.20.14](#)
- [Monroe Avenue Public Meeting 9.4.2014](#)
- [Del Ray Citizen's Association Membership Meeting 11.12.2014](#)

The proposed changes include:

- Relocating 9 parking spaces from the north side of Monroe Avenue between Leslie Avenue and Mount Vernon Avenue to the south side of the street (Figures 3 and 4). The new configuration would provide for 15 new parking spaces on the south side of Monroe Avenue for a net gain of 6 additional spaces.

- Constructing a curb extension on Monroe Avenue at Dewitt Avenue to provide an ADA compliant sidewalk and shorten the crossing distance at this uncontrolled crossing (Figure 5). There is currently no parking where the curb extension will be constructed.
- Constructing a curb extension on the southeast corner of Commonwealth Avenue at Monroe Avenue to shorten the pedestrian crossing distance and align the currently skewed intersection. The curb extension will result in the loss of one parking space (Figure 6).
- Installing ten parking spaces on the south side of Monroe west of Commonwealth Avenue to calm traffic and make this block consistent with the rest of Monroe Avenue (Figure 6).
- Installing a bus bulb on the south side of Monroe Avenue west of Wayne Street to provide an ADA compliant bus stop. The bus bulb will require the removal of one parking space as opposed to the four spaces that would need to be removed without the construction of the bus bulb.

In addition to the proposed changes that must be considered by the board, the project will also improve pedestrian safety by providing ADA bus stops, installing pedestrian countdown signals, providing conflict free crossing time at the intersection of Mount Vernon Avenue and Monroe Avenue, installing a rapid flashing beacon to provide a safer pedestrian crossing to access Simpson Park, and providing a bicycle lane in each direction on Monroe Avenue between Leslie Avenue and Mount Vernon Avenue with sharrows continuing to Commonwealth Avenue.

For the corridor, there is a net gain of 13 parking spaces with the proposed plan.

The Alexandria Bicycle and Pedestrian Advisory Committee submitted a letter of support for this project (Attachment 1).

Figure 1: Project Area

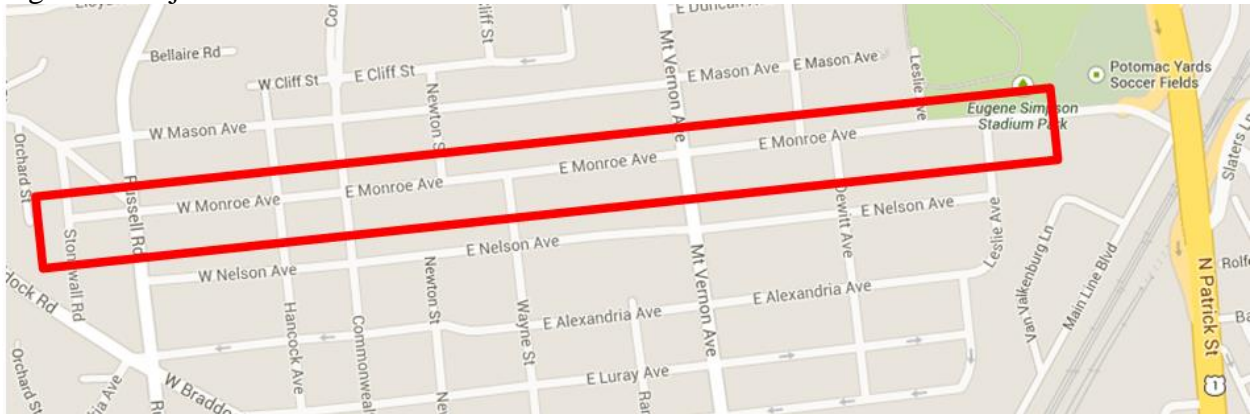


Figure 2: Option 2 design for Monroe between Leslie (1) and Leslie (2)

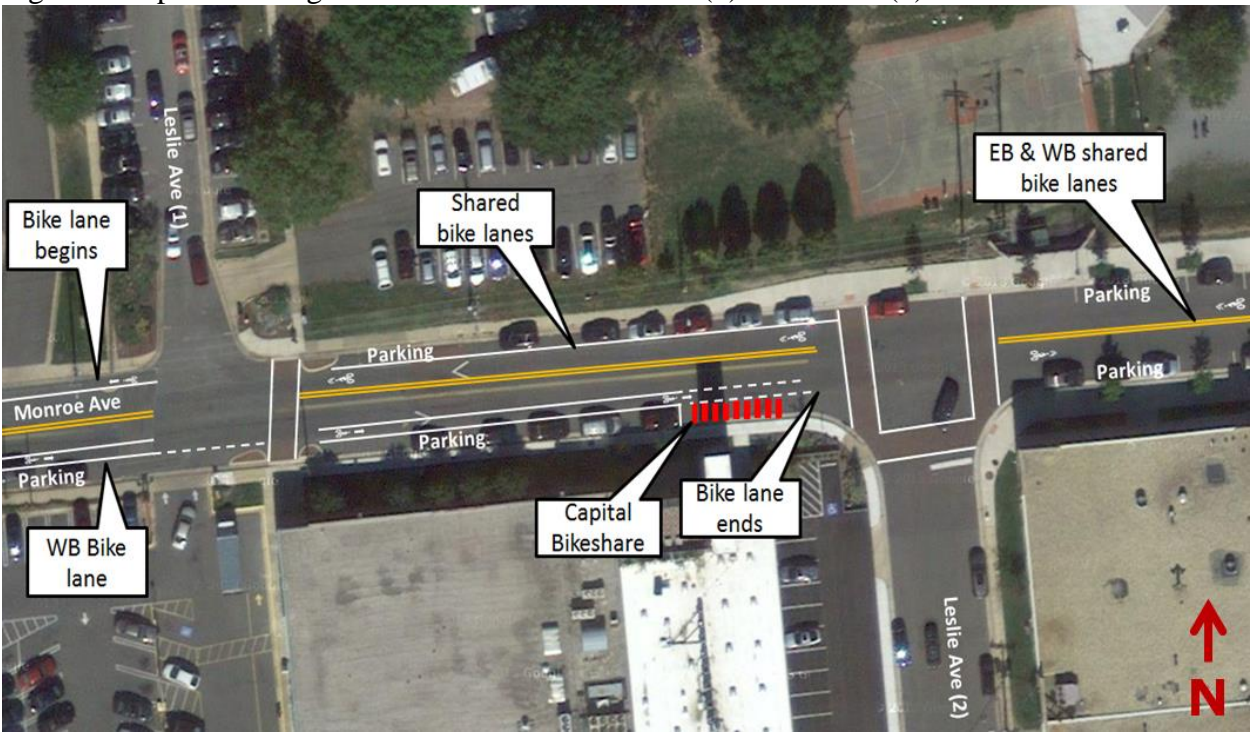


Figure X: Existing parking configuration

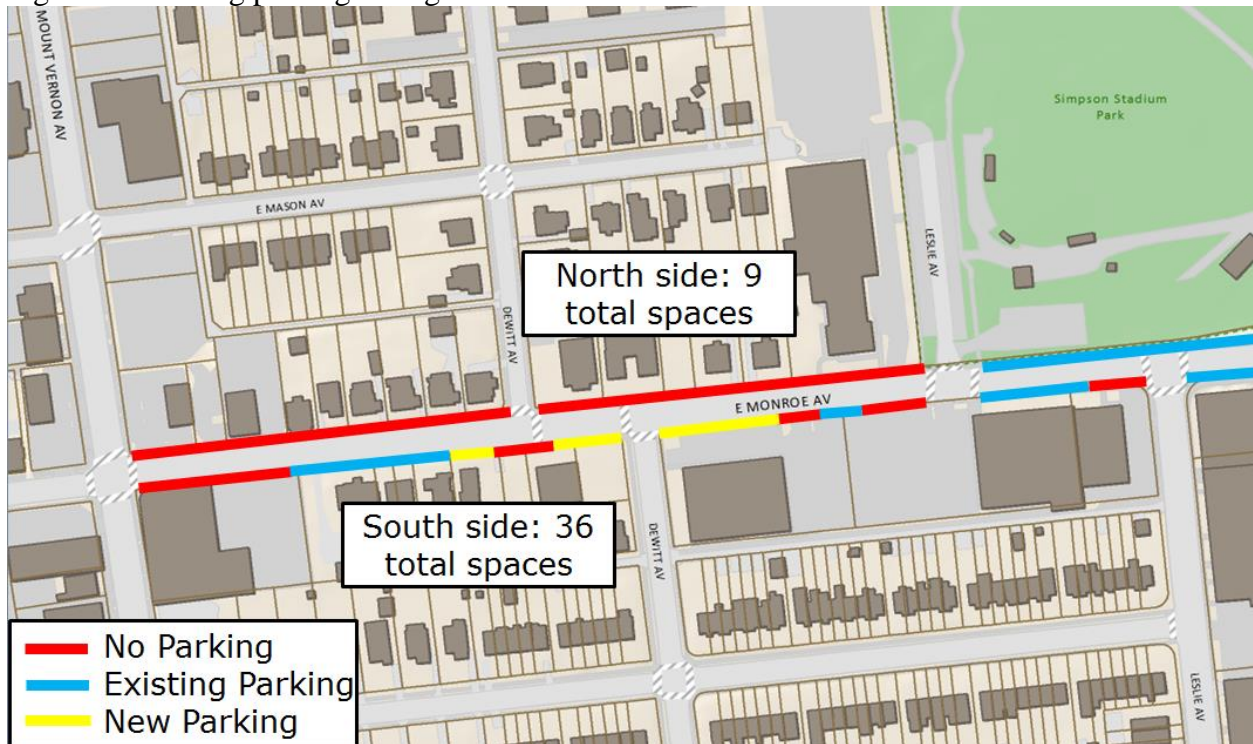


Figure X: Proposed parking configuration

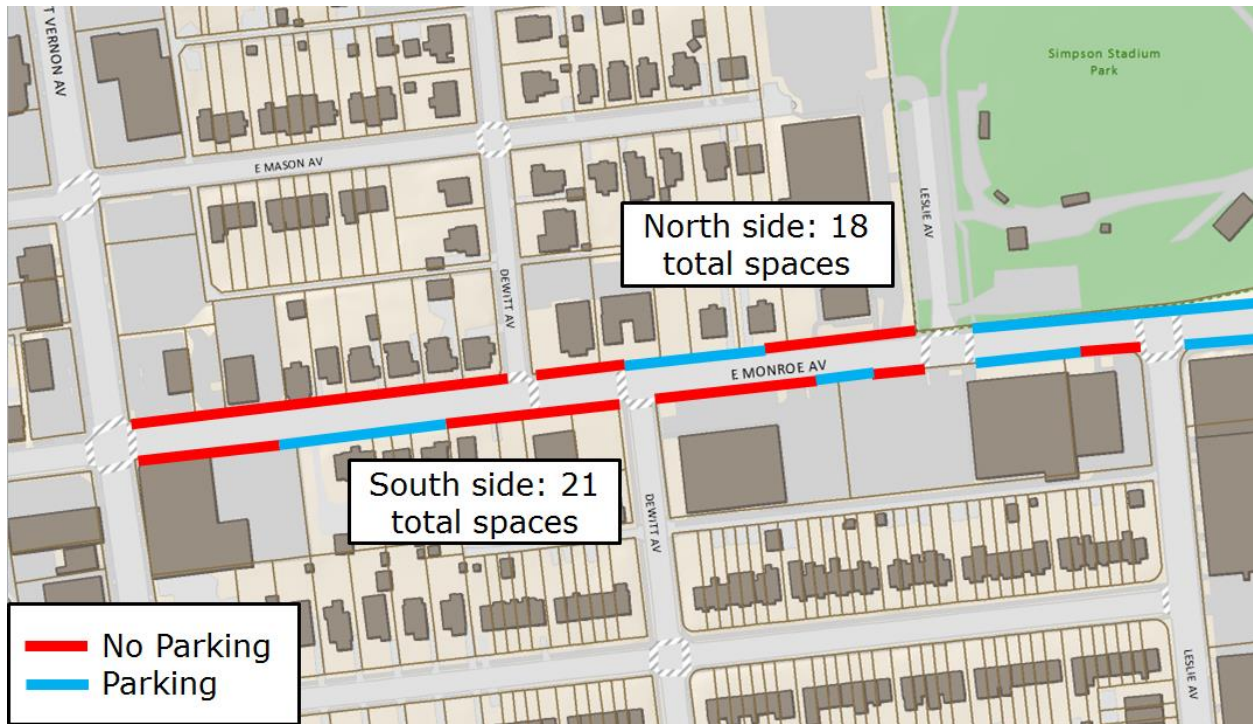


Figure 5: Curb extension at Monroe and Dewitt

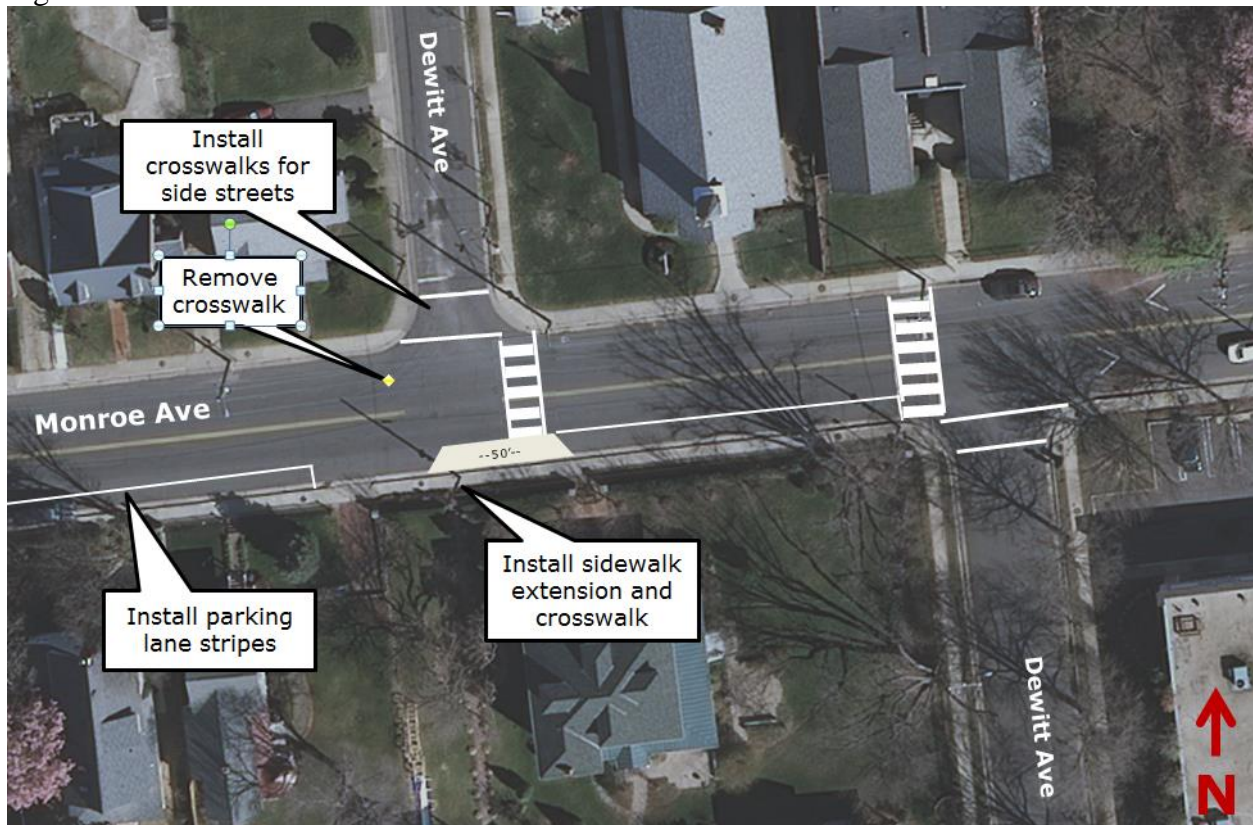
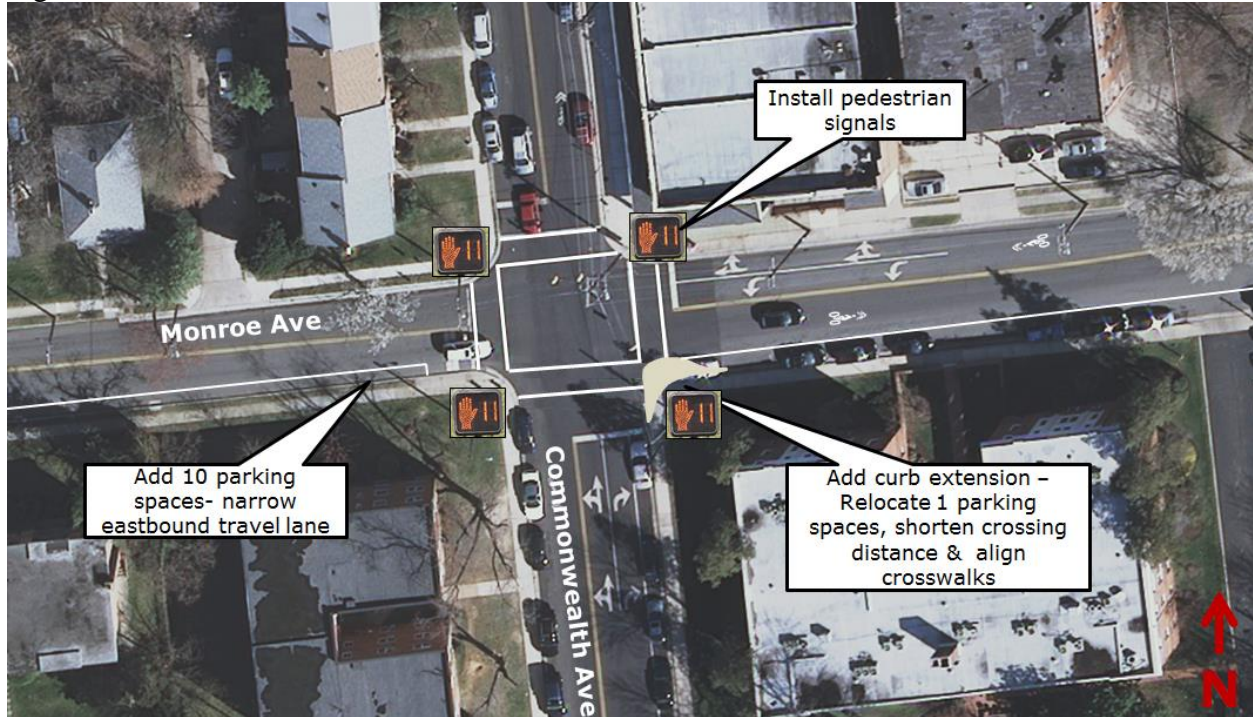


Figure X: Commonwealth Avenue at Monroe Avenue



Attachment 1: DRCA Letter of Support



Monroe Avenue Complete Streets

Hillary Poole with the T&ES Department of the City of Alexandria presented two bicycle and pedestrian improvement options to consider at the November 11th DRCA Membership meeting.

Members of the Del Ray Citizens Association would like to recommend that the City of Alexandria move forward with option 2 from the presentation. It was also noted by membership that additional pedestrian calming devices be added to the pedestrian cross walk at the intersection of Leslie and Monroe near the Eastern end of the limits of the plan.

Thank you on behalf of the DRCA Membership

A handwritten signature in blue ink, appearing to read "JCN", with a horizontal line extending to the right.

Jason Nestlerode
President
Del Ray Citizens Association
president@delraycitizen.net
<http://www.delraycitizen.org>

Attachment 2: BPAC Letter of Support

Monroe Avenue Complete Streets Project

The Alexandria Bicycle and Pedestrian Advisory Committee endorse the city's plans to move forward on the Monroe Avenue Complete Streets project. The city's public outreach efforts were comprehensive and well received resulting in general acceptance of the effort. This project will improve the safety of pedestrians and cyclists on this street as well as lowering the speeds of vehicles. While we prefer to see bike lanes eventually extended further west on Monroe Avenue, the proposed plan developed is a great step forward. We commend the city staff for their progressive efforts in improving the safety of its citizens.

Jerry King, Vice-Chair, Alexandria Bicycle and Pedestrian Advisory Committee